# MOTOCROSS

ILLUSTRATED

JEFFREY HERLINGS - REDBULL KTM FACTORY RIDER

BULGARIA, HOLLAND, SPAIN

## MXGP ROUNDUP

COVER IMAGE BY RAY ARCHER

thor
ALWAYS ADVANCING
FACTORY EDITION - 2014 PHASE PRO CIRCUIT RACEWEAR
VIDEO & IMAGES AT: THORMX.COM/PC2014
OFFICIAL SPONSOR OF THE PRO CIRCUIT TEAM
PRO CIRCUIT
OFFICIAL LICENSED PRODUCT
MONSTER ENERGY
DISTRIBUTED IN THE UK & IRELAND BY
MADISON.CO.UK

MONSTER ENERGY
Kawasaki
46
thor

## The Atlas Brace

Featuring - 3-axis adjustability
- CNC machined from 6061-T6 Aluminium
- Dual pivoting chest and back supports
- Flexible, leaf spring designed chest supports

# ATLAS

## BRACE TECHNOLOGIES

The Atlas Brace was born and fuelled from the racers perspective. Designed by a racer and refined over a 3 year period by a team of Engineers and Bio-Mechanical experts, then tested by some of top professional riders in the world. The end result delivers innovative features, comfort, simplicity and adjustability.

**Simply put, the Atlas Brace has it all.**

For Dealer enquiries contact | **w:** www.decade-europe.com | **e:** info@decade-europe.com | **t:** 01792-469811

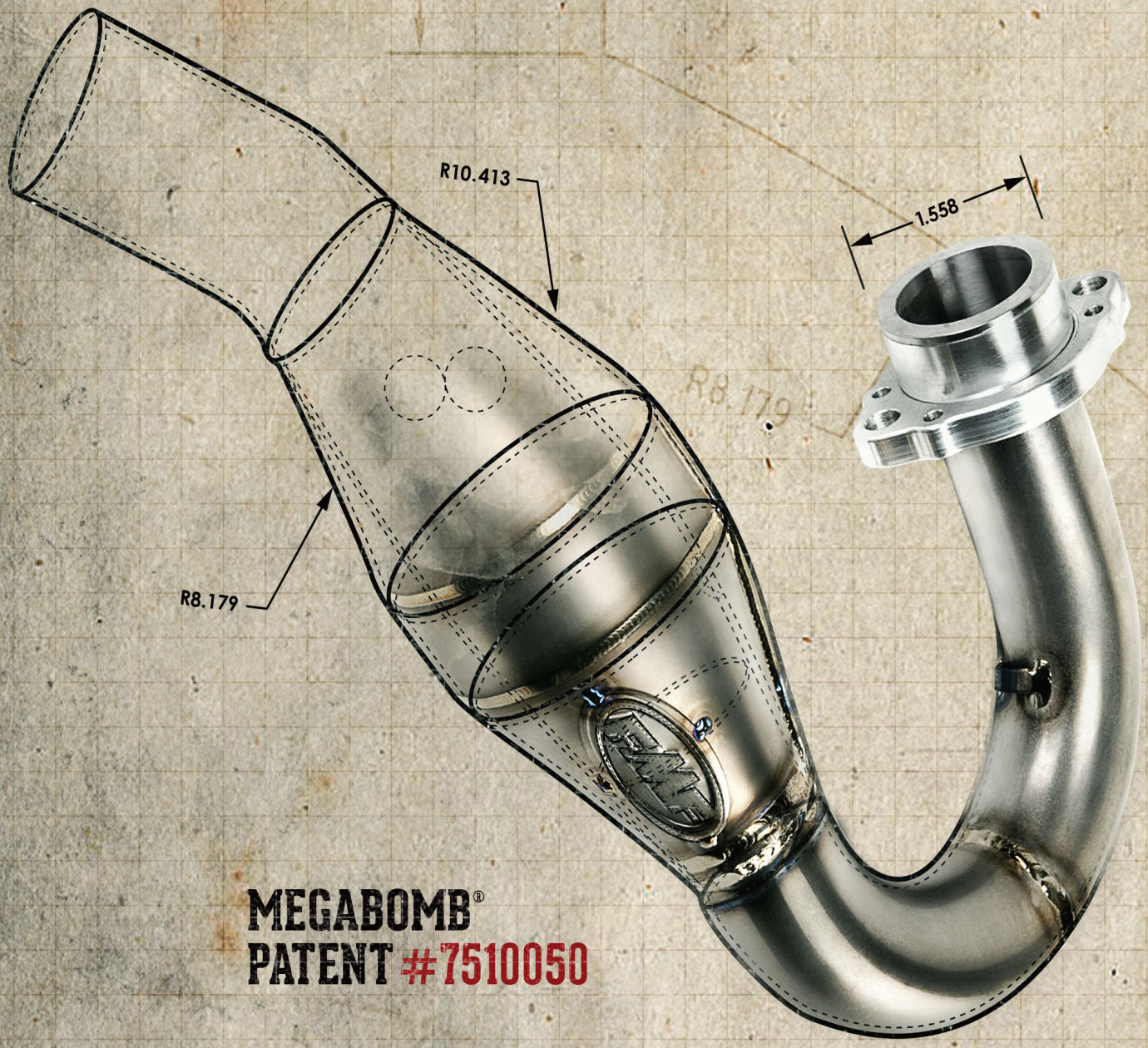
# MEGABOMB 1.5 TURN

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES AND TOLERANCES ARE AS FOLLOWS:

FRACTIONS: +/-1/32 ANGLES: +/- 0° 30

DECIMALS: .XX: +/-.030 FINISH: 125

XXX· +/- 010




**MEGABOMB®**
**PATENT #7510050**

| CARBON STEEL TUBE | 1020/1026 DOM A-513 |
|---|---|
| MATERIAL | SPECIFICATION |

**PROPRIETARY AND CONFIDENTIAL**
DRAWING IS THE SOLE PROPERTY OF FMF RACING. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF FMF RACING IS PROHIBITED.

***FOR CLOSED COURSE COMPETITION USE ONLY. NOT INTENDED FOR STREET USE.**

# WE HAVE THE PATENT ON POWER.

FMF invented the Bomb header and discovered massive horsepower gains where others never thought to look. There may be copy-cats and imposters, but the Megabomb® Header is first in American power.

DIMENSIONS ARE IN INCHES
TOLERANCES:
FRACTIONAL ±
ANGULAR: MACH ± BEND ±
TWO PLACE DECIMAL ±
THREE PLACE DECIMAL ±

MATERIAL **Titanium**

FINISH **Mill**

DO NOT SCALE DRAWING

**FMF PATENTS**

4,690,107 - Ram Valve
7,506,722 - Chamber Core
7,510,050 - PowerBomb
7,552,797 - Q4
8,602,157 - Q4

NEXT ASSY | USED ON

APPLICATION

| | NAME | DATE |
|---|---|---|
| DRAWN | D. EMLER | 2/22/2007 |
| CHECKED | | |
| ENG APPR. | | |
| MFG APPR. | | |
| Q.A. | | |

**From $274.99 (Stainless)**
**From $349.99 (Titanium)**
- Gain up to 3 horsepower
- Reduces noise up to 1.5dB

FEEL THE POWER

FMF SO. CALIF.

SIZE A | DWG. NO. www.FMFRACING.com | REV

SCALE:1:1 | WEIGHT: | SHEET 1 OF 1

MXGP
WHO WILL WIN?
MXGP OF GREAT BRITAIN
MATTERLEY BASIN - 24-25 MAY 2014
MXGP OF FRANCE
SAINT-JEAN D'ANGÉLY - 31 MAY - 1 JUNE 2014
MXGP OF THE ITALY
MAGGIORA - 14-15 JUNE 2014
MXGP-TV.com FOR EVERY MOTOCROSS FAN

thor
22
21
MOTOREX
BENTHAT
MXGP

JEFFREY HERLINGS

# GOING FOR RECORDS

STORY GEOFF MEYER IMAGES RAY ARCHER

Defending World MX2 Champion is Jeffrey Herling is without question one of the fastest Motocross riders in the World, damn he might even be the best Motocross rider in the World. After a tough winter of injuries, then more injuries in the early part of the season the Dutchman has been working hard to get back to his real speed.

Tough battles with riders like Dylan Ferrandis, Max Anstie and Arnaud Tonus in the opening four rounds proved that the MX2 class is getting stronger, but it also showed how much trouble Herlings was having with his lack of bike time.

In Valkenswaard, Holland on May 3 and 4 Herlings came back close to his all-time best. Going 1-1 and winning by miles the two times MX2 Champion looked brilliant and his confident level seemed to go up a knotch. Then a week later in Spain it was more of the same as he again went 1-1 and claimed his 37th GP victory.

It is hard to see the two-times World MX2 Champion being beaten in 2014 and despite all his injuries and sickness after Thailand he continues to look the good under all conditions.

We caught up with Herlings and asked him about his return to his beloved Valkenswaard and what to expect in the next future. Also the question was asked about his 2015 plans. Some interesting comments.

Motocross Illustrated: Still the king of Valkenswaard. How did it feel to get an easy win again after so many tough GP's?

Herlings: The weekend in Valkenwaard went well, I led nearly every single lap in Valkenswaard, Saturday went well and I enjoyed my time on the bike, I had ok starts, nearly got a holeshot in the second moto on Sunday. We made some changes to the bike and it was just going better and better. The circuit was rougher than normal, with the waves. First moto won by over a minute then second moto by 45 seconds, so it went well.

Motocross Illustrated: Obviously you feel like the red-plate is your property, as you are the only guy who ha owned it the last two and a half years. How does it feel to have it back in your hands?

Herlings: It means a lot to me for sure. When I had to start back again in Italy I was minus 15 points and after Valken-

swaard I had a lead of 15 points. I mean I was able to turn that around with three GP's.  I Missed a Grand Prix and I could be 65 points ahead, but we will take it, but the red-plate is something that is important for me for sure.

Motocross Illustrated: You equalled the 36 GP wins by Roger De Coster in Valkenswaard. That is a pretty impressive name to be sharing that amount of GP wins (In Spain he picked up win number 37). I know you are into breaking records. How does it feel to be amongst riders like De Coster?

Herlings: You're the man who keeps me up to date on MXlarge with that stuff and I often ask you how that is all going. To equal Roger De Coster is amazing. I want to get to 40 as quickly as possible, and then get to 50. I have won 20 in a row for the races I have ridden, so that is kind of interesting.

Motocross Illustrated: You have been doing a lot of races in Holland and Belgium. How has that been. You did two before Valkenswaard didn't you?

Herlings: I rode in Belgium and also a race in Holland the weekend before Valkenswaard. I just needed the race speed back and rythem and I had two good days of riding and won all four motos, so that was good.

Motocross Illustrated: Where are you at as far as being 100%?

Herlings: I felt good, feeling strong. I have had five weeks without injury and I worked hard for Spain and I am feeling good and a lot of confidence and getting the red plate back is good for me.

Motocross Illustrated: Next year, a lot of people want to see you in the MXGP class. In my opinion it seems it would be pretty stupid as KTM have the strongest guys in both classes and winning titles is what they are about.

Herlings: I mean that is what Pit told me also. I am happy in MX2, but I

Airoh
MOTOREX

don't want to always stay in MX2, but I am only 19 I am young to move up to MXGP, and if I move to MXGP next year I will only be 20 and I will be really young. If I stay people will say I am scared of Cairoli, and I am not scared of Cairoli. What is best for me to do? Because I am so young, when you want to beat Cairoli you need a lot of experience, and he isn't an easy guy to beat.

Motocross Illustrated: As mentioned before, you want to break records and no rider has won four 125/MX2 titles before. Gaston Rahier, Harry Everts and Alessio Chiodi have won three in a row, so you can equal those guys this year, but I can imagine being the best 125/MX2 rider of all time has a nice ring to it?

Herlings: I mean to win three in a row would be cool, and winning four would be awesome, but let us try and get the third one first. We have two at the moment, and then check out what we do for next year. In a couple of months we will make a decision, but it isn't just my decision, but also the decision of Red Bull KTM.

Motocross Illustrated: And what about Spain? How did you feel in Spain?

Herlings: I surprised myself with a good start in race one when I saw I was out in front at the second turn. That really made life easy and it was really cool so I enjoyed it. I didn't have such a good start in the second race. I was in eighth place but I worked my way to the front to win both motos and add another 50 points. It's getting back to how it should be. I want to thank the KTM Factory team, because they are working really hard for me and that helps a lot.

CI SPORT - ph. 01372 378 000

# SOME TROPHIES YOU WIN.

THE RV2 TECH 10 BOOT
2013
WORLD SUPER
CHAMPIO
2012
WORLD SUPER
CHAMPIO
2011
WORLD SUPER
CHAMPIO
SOME YOU WIN IN.
UNRIVALED ALPINESTARS.COM/RV2

PUSH
THE LIMIT
In the hotly contested AMA Supercross Championship, Ryan Dungey and his KTM 45
what can be achieved with willpower and the right material. The accumulated racing
into the factory bike is found in the genes of every KTM 450 SX-F. The state-of-the-a
engine delivers explosive power – the robust, lightweight chassis and top quality sus
ensure perfect handling in every situation. Your complete package for victory.
The new KTM 450 SX-F – as hot as Supercross!
450 SX-F

READY TO RACE
»www.ktm.com

CHECK OUT THE
COMPLETE
2014 SX
MODEL LINE-UP:
WWW.KTM.COM/SX2014

0 SX-F showed
expertise packed
rt, compact 450 cc
spension from WP

facebook.ktm.com
KTM_POWERWEAR KTM_POWERPARTS KTM_ORIGINAL SPARE PARTS
KTM_ADVENTURE TOURS KTM_CAMPS KTM_FINANCE

KTM

www.kiska.com
Photos: S. Cudby, H. Mitterbauer
Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations!
The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

OFFICIAL GRAPHICS SUPPLIER OF: GEICO HONDA
DCORVISUALS.COM
RACEFX
For more information and a list of stockists visit www.racefx.com/dcor or call 0845 450 1448

OFFICIAL GRAPHICS SUPPLIER OF: Kawasaki

DCORVISUALS.COM

DCOR VISUALS

PIRELLI
ROCKSTAR
HINSON
FOX

ROCKSTAR
ENERGY DRINK
SUZUKI
MOTUL
PIRELLI

ERGY

GEICO
HONDA
ALIAS
32
DVS
AMSOIL
PROTAPER
MONSTER
ARC
DUNLOP
FACTORY CONNECTION
MILK

PLAY!

UFO

MXGP-TV.com
SAVE 10%
ENJOY
SPRING BREAK!
Watch MXGP & MXoN action
LIVE & OnDemand
Find more on
mxgp-tv.com
Follow MXGP on:
YouTube

MXGP
You
Tube
Insta
JOIN MXGP
SOCIAL RIDE
FACEBOOK.COM/MXGP TWITTER.COM/MXGP
INSTAGRAM.COM/MXGP YOUTUBE.COM/MXGPTV
#MXGP

# JT Racing

# PROTEK

WWW.JTRACINGUSA.COM

JT RACING USA, LLC. 1000 Hwy 80 E. Statesboro, GA 30461

DECADE **DECADE EUROPE** LTD - Official UK distributor of JT Racing

For Dealer enquiries contact | **w:** www.decade-europe.com | **e:** info@decade-europe.com | **t:** 01792-469811

Husqvarna
3

Husqvarna

THE PIONEERS OF MOTOCROSS

# VICTORY: A POPULAR OLD HUSQVARNA FAMILY TRADITION

**To celebrate the historic reunion of Husqvarna and Husaberg, for 2014 we present our first ever 350 cc motocrosser.** The state of the art 350 cc DOHC powerplant delivers 450-class power, whilst benefitting from the lightweight feel of a 250 thanks to the nimble WP chassis. WP's industry-leading 48 mm closed cartridge forks and rear shock work in unison with Husqvarna's new linkage system to deliver a consistent and confidence-inspiring ride. An electric starter, Brembo brakes and hydraulic clutch make controlling the FC 350 surprisingly simple. The classic Swedish colour scheme and white frame add classic styling – reminiscent of the golden-era of the sport. **HUSQVARNA – Get one and continue the tradition of victory!**

HUSQVARNA FC 350

Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations!
The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

Photos: R. Schedl, H. Mitterbauer, Gianatsis

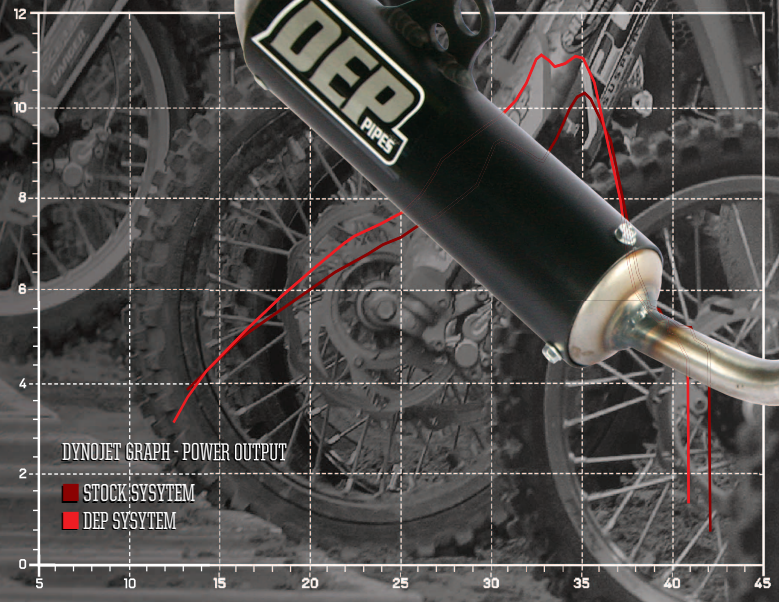
www.kiska.com

HUSKY STYLE HUSKY POWER Husqvarna ORIGINAL SPARE PARTS BEL-RAY WP YouTube Husqvarna Motorcycles

Husqvarna® MOTORCYCLES

DEP PIPES

# DEP'S NEW AND IMPROVED




**DEP PROUDLY SPONSOR THE BRITISH SPRINT ENDURO CHAMPIONSHIP AND THE GT CUP FOR 2014**

BRITISH SPRINT ENDURO CHAMPIONSHIP

GT CUP 2014

## KTM 50 SX AND KTM 65 SX

**GET THE UNFAIR ADVANTAGE**

## 2 & 4 STROKE SYSTEMS FROM DEP

**MANUFACTURER:**
DEP PIPES
+44 (0)1622 765353
WWW.DEPPIPES.COM

**UK DISTRIBUTOR:**
CI SPORT
+44 (0)1372 378000
WWW.CISPORT.CO.UK

//Q INSERT WITH EVERY 4 STROKE PIPE //PHOTO: IAN ROXBURGH

DEP PIPES

IMPROVED PERFORMANCE
KTM 65 SYSTEM

PROBABLY THE BEST KTM 65 SYSTEM
IN THE WORLD!

NEW KTM 50 AUTO SYSTEM

SYSTEM SEVEN
S7R
DEP PIPES

WWW.DEPPIPES.COM

DEP PIPES
36 YEARS
MANUFACTURING SINCE 1978

DEP PIPES

PERFORMANCE ENHANCING PRODUCTS

BREITLING
EMERGENCY
MAP
PIRELLI
Red Bull
MOTOREX
KTM
SCORPION

FIM WORLD MOTOCROSS CHAMPIONSHIPS 2014

# BACK IN EUROPE

## CAIROLI STILL THE MAN

STORY GEOFF MEYER IMAGES ARCHER, GUTIERREZ and AZEVEDO

You name it and the MXGP series has it. You want mud, heavy rain, or maybe warm temperatures and hard pack. How about the beauty of a village in the mountains, or a place like Valkenswaard, with its pubs and amazing social life. Culture is a major part of the FIM World Motocross Championships and countries like Italy, Bulgaria, The Netherlands and Spain have been the recipe the last month.

RedBull
WILVO
Husqvarna
RENTHAL
46

Like a fine wine the 2014 FIM World Motocross Championships just gets better with each round. Sure Red Bull KTM Factory rider Jeffrey Herlings is starting to take his hold of the MX2 class and that could mean some pretty easy victories for the defending champion, but we still have that massive list of young chargers coming through, giving us so much hope for the future, when Herlings is racing the big boys.

In the MXGP class Clement Desalle has made sure we can think a little more if Antonio Cairoli will collect his 8th World title. Desalle took victory last weekend at Talavera, Spain, and closed the gap to the series leader a little, but Cairoli is still the man when it comes to winning titles and his rivals all know that.

So what about the last month of MXGP. After those amazing rounds in Qatar, Thailand and Brazil we returned to Europe, and some of the best circuits on the calendar.

When looking at stand-out performances the last month it isn't hard to look past three guys in the MX2 class and three in the MXGP class.

Jeffrey Herlings, Arnaud Tonus and Jordi Tixier have been the riders who are showing the most consistent form of recent times in MX2. Of course despite missing the Grand Prix of Brazil Herlings has gone 1-1-1-1-1-1-1-1-1-1-1-1 for the races he has run (he has missed Belgium and

England in 2013 and Brazil in 2014), which is what we have come to expect from the Flying Dutchman in this very exciting MX2 class. He has also won 21 GPs in a row for the races he has attended and hasn't been beaten in a GP (that he has raced since) since the last round of the 2012 season, when he scored DNF-2 and Tommy Searle won the GP.

Tonus on the other hand has been a little inconsistent, but still managed to look amazing at times. His 2-3-2-2-11-2-2-5 not a bad tally for the euro leg of the tour, although trying to keep within a close points range to Herlings is never going to happen with those stats.

Of course the MXGP class has been a three way battle, well nearly a four way battle between Cairoli, Desalle, Gautier Paulin and Jeremy Van Horebeek. All four guys have been consistent and only the unfortunate injury by Paulin in Valkenswaard really slowed down what was looking like a sensational MXGP title race.

For the first time in a long time I really though Cairoli looked concerned after the victory by Paulin in Bulgaria and if you consider that Paulin had had a lot of bad luck prior to Bulgaria (including machine problems that probably cost him around 30 points) he would have been close to leading the points race entering Valkenswaard (where he got injured). Still, Cairoli is always there, always around the podium or on it and always

ROCKSTAR
SUZUKI

holding the red-plate. Respect!!!

Both Van Horebeek and Desalle have been solid and the two podiums in Italy and Spain, with these two riders and Kevin Strijbos made the Belgian fans happy and if these three remain in good form, then they have me believing that Belgium will be the heavy favourites going into the MXoN in September. The proud nations still haven't had a World Motocross Champion since 2007, the longest dry run by Belgium in the sports history.

Of course injuries in the last month have really been a problem. The riders out of action at the moment are Tommy Searle, Gautier Paulin, Max Nagl, Alessandro Lupino, and Todd Waters, while riders like Ken De Dycker, Tyla Rattray and Christophe Charlier  are just back from injuries.

Of course riders like Cairoli and Herlings have been carrying injures through their season, as have many riders. Lets hope the injuries happen less and the racing remains amazing.

Whatever the coming month brings, we can expect more of the same. Matterley Basin in UK, St Jean d'Angely in France and Maggiora in Italy. Sounds exciting doesn't it and while Youthstream continue to help the sport grow we continue to witness the greatness of Antonio Cairoli and the brilliance of Jeffrey Herlings. The sports in good hands.

ONE

VAPOR GLOVE

GET THEM
ONLINE
NOW!

# A NEW ERA IN AIR FILTERS

UNIQUE PYRAMID PROFILE
100% MORE SURFACE
MOULDED SEAL
MADE TO LAST

FUNNELWEB FILTER

WWW.FUNNELWEBFILTER.EU

DISTRIBUTOR / IMPORTER FOR EUROPE CTE PARTS BV

# 3DF AIRFIT
# BODY PROTECTOR

*Leatt's top of the line in soft body protection. The perforated multilayer 3DF Airfit impact foam offers a soft and flexible fit, yet instantly transforms into a harder, energy-absorbing, protector upon impact*

*MORE...*

PROTECTION • LEVEL 2 • PROTECTION • LEVEL 2

*Airfit Body Vest*

*Airfit Body Protector*

VENTILATED

MOISTURECOOL WICKING FABRIC

CE CERTIFIED AS PERSONAL PROTECTIVE EQUIPMENT

LEATT NECKBRACE READY

Equipement FFM

BraceON

**>> CYRIL DESPRES <<**
5 X Dakar Champion

© Leatt Corporation 2014

FIM WORLD CHAMPIONSHIP
PRODRIP

MOTOTEX
WP
LAZER

Grand Pr
FIM MOTOCROSS
WORLD CHAMPIONSHIP
motograndprix
.com
Kawasaki
Racing Team
MOTOREX
Grand
FIM MOTOCROSS
WORLD CHAMPIONSHIP

rix of Namur
FIM MOTOCROSS
motograndprix
.com
L&M
RACING
rix of Nam
2001
MX
OTOCROSS
AMPIONSHIP
YAMAHA
Skittles
MICHELIN
motograndprix
.com

Telefónica
MoviStar
Telefónica
MoviStar
Kawasaki
KAYABA

Kawasaki
Racing Team
41
D.I.D

# SPEND £500 THIS SEASON TO GET...

## CANT WAIT THAT LONG?

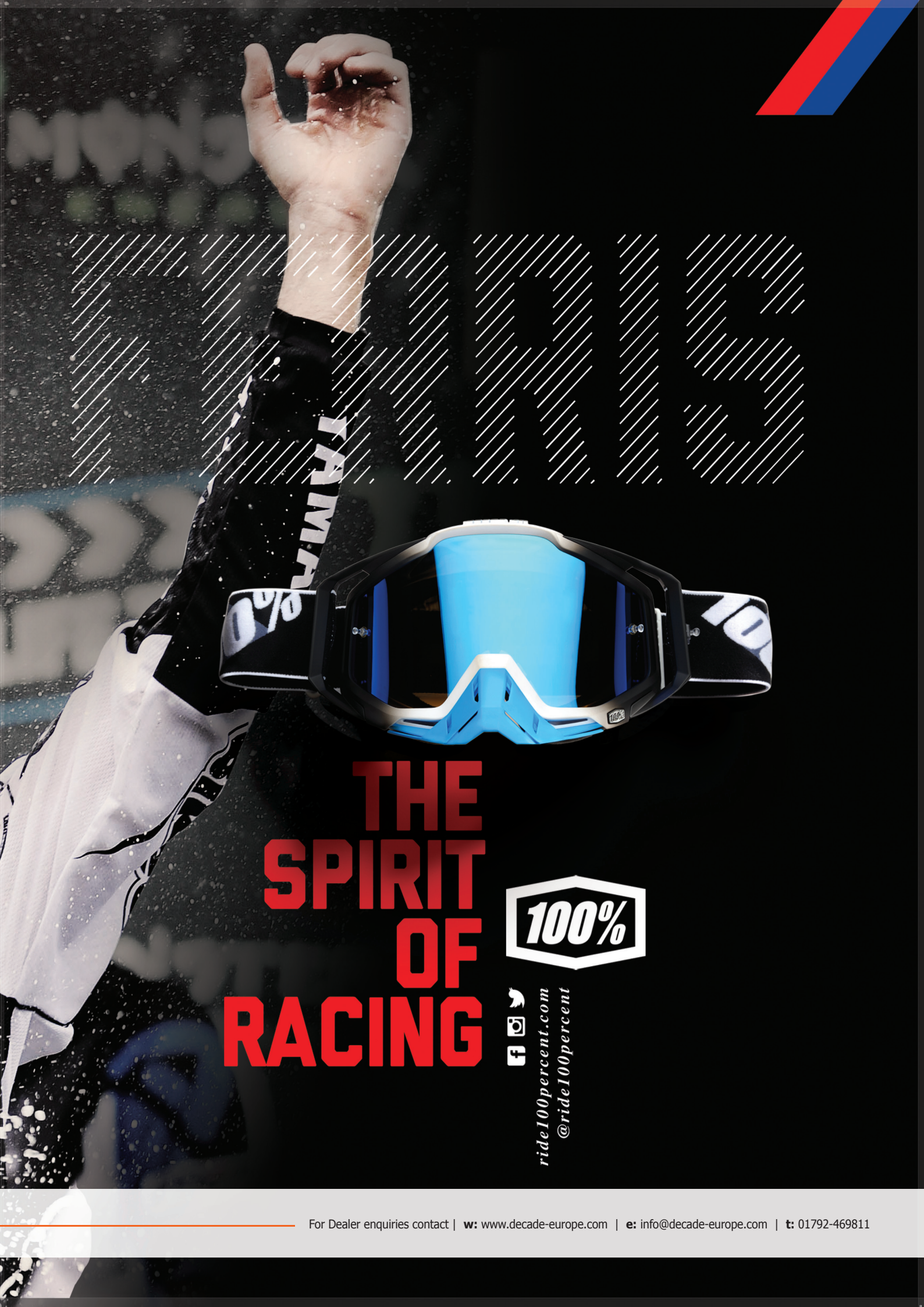
## SIMPLY SPEND £500 AND RECIEVE YOUR RACE KIT NOW!

**1 kit per customer account per 12 month period, jeans & shirt • £500 spend runs from Nov 13 - oct 14*
*You can redeem your free kit at any time during the promotion although a voucher for 2015 kit will be issued at the end of the period • Not available in conjunction with any other offer Shipping charges may apply.*

...NEXT YEARS RACE KIT
FREE
SAVE
UPTO
£179.98
FIND OVER 12,000 PRODUCTS
ONLINE AND IN-STORE!
WWW.MDRACINGPRODUCTS.CO.UK
RACING PRODUCTS
UFO PLAST

*Dean Ferris*
*Team Monster Energy Dixon Yamaha*
*Photo: Bavo*

DECADE
**DECADE EUROPE** LTD - Official UK distributor of 100%




For Dealer enquiries contact | **w:** www.decade-europe.com | **e:** info@decade-europe.com | **t:** 01792-469811

# CONFIDENCE TO PUSH LIMITS.

## PROTECTION ACROSS THE BOARD.

RIDER: JAKE WEIMER

RACEFX

For more information and a list of suppliers visit www.racefx.com/bell

# PURPOSE BUILT TO PROTECT.

## CONFIDENCE TO PUSH LIMITS.

BELL

*The Moto-9*

PROTECT YOUR HEAD WITH A BELL HELMET

BELL 60 SINCE 1954 YEARS

MONSTER ENERGY
Arai
PARTS EUROPE
200
Kawasaki
RENTHAL
AUTOTOTAAL

ARNAUD TONUS

# NEXT MAN IN LINE

Images Sarah Gutierrez

For Arnaud Tonus of the Monster Energy CLS Kawasaki team the 2014 FIM World Motocross Championships couldn't come fast enough. After two years of massive injuries and lack of race time his performances in this year's MX2 Championship have been nothing short of amazing.

Not only has Tonus posted a Grand Prix win, moto win and held the red-plate for a couple of rounds, he has looked technically better than ever, at times even more exciting looking on the bike than a rider who many consider to be the best Motocross rider in the World, Jeffrey Herlings.

Now Tonus will probably come down a little from his March and April of brilliance, as Herlings is now starting to find his speed after a lengthy time off the bike. But no matter what happens for the remained of the season Tonus is now looked at as a little special, a rider who has huge potential. Lets take a look back and see how he feels about his season to date.

## Round Six – Valkenswaard, Holland

"I had a good qualifying race on the Saturday, even though I felt tense on the bike. Sunday was different. I slid and crashed in the second corner at the first start; I was back in the top fifteen after one lap, but then another rider hit me in the back and I crashed again so I was last and it took time to find a good rhythm again. Twelfth was not so bad after two crashes but I lost many points. In the second moto I conserved some energy as I knew that the race would be tough, and in the last four laps I passed Dylan and Febvre to finish second. Of course I'm was little bit disappointed to lose the red plate, and there's still some work to do to be even stronger."

## Round Five – Sevlievo, Bulgaria

"It was a good GP for me. Already on the Saturday I had a good qualifying race and had fun on the bike. I was disappointed with the little crash while I was leading the first race, but it was good to see that I can fight with Jeffrey and I learned a lot in this moto. In the second race I gave everything to catch Herlings; we were very close but I made a few small mistakes and he won it. Twice second is a good result and I still had the red plate.

## Round Four – Trentino, Italy

"The first race was incredible. I had a problem at the first corner as the bike stopped; maybe it was a stone in the rear wheel, but I don't know for sure. I was last but I passed many riders during the first lap and I had a good rhythm so I was able to come back to second. I felt physically OK for the second race, but I made some small mistakes; I got another GP podium and keep the red plate, so it was a good weekend for me."

## Round Three – Beto Carrero, Brazil

"What happened in Brazil didn't really sink in straight away, as I had won my first ever GP moto, my first GP overall and lead the World Championship for the first time in my life ! For sure I knew that it was possible, but after the difficulties of the last two seasons the first goal was simply to reach a podium. In the first race it was difficult mentally and the race felt like it lasted for two hours, but I quickly made a gap and could control the race to the finish line. In the second race I had another good start, and found a good rhythm when I was third, but when I took over second place I started to ride a little tense as I knew that I had the chance to win the GP. But I managed to pull myself together, stay focused and get the job done.

## Round Two – Si Rachi, Thailand

"I had a good feeling this weekend, and after the opening race I was happy with my third position even if it took me some time to find a good rhythm. My second start was good and I was third when the engine stalled during the first lap. I recovered to ninth, and was expecting to progress even further but in the last ten minutes I again had troubles with the engine and I just managed to hold in to my position."

## Round One – Losail, Qatar

"Unfortunately I had a crash after the second corner in the first moto. I got into a slide, another rider hit my rear wheel and we both crashed. The track was slippery and there were not so many lines but I came back to tenth. I rode tight at the beginning of the second race as I didn't want to make the same mistake again but after ten minutes I found a better rhythm and charged back to second."

Arai
MONSTER ENERGY
MX2
200
Kawasaki

# A2 YOUTH

**DECADE EUROPE** LTD - Official UK distributor of Alias

**THE YOUTH A2 SERIES** - The Jersey is engineered in specific panels for airflow and cooling from non fade/non shrink 100% sublimated moisture managing polyester to create a durable, precise fitting Jersey. The pants are built from 600D oxford polyester with large Full Grain leather knee panels for maximum durability and heat resistance. 3/4 length mesh liner. Ratchet style buckle and heavy duty zipper closures. Tested and worn by the world's best motocross racers, the A2 Series offer a quality product at a great price.

For Dealer enquiries contact | **w:** www.decade-europe.com | **e:** info@decade-europe.com | **t:** 01792-469811

Polisport
Performance Plastics
NEW
BIKE MAT
FOLDABLE PLASTIC PIT MAT
*BIKE STAND SHOWN NOT INCLUDED
**COMPATIBLE WITH THE MAJORITY OF BIKE STANDS IN THE MARKET
YOUR BIKE'S BEST FRIEND
WWW.POLISPORT.COM
PERFORMANCE PLASTICS
SINCE 1978

YAMAHA
FOX
SHOEI
Polisport
NEW
FOLDABLE DESIGN
ABSORBS UP TO 1L OF OIL/FUEL
FUNCTIONAL POCKETS TO STORE TOOLS
AVAILABLE COLORS
DEVELOPED ACCORDING TO FIM STANDARDS

# RACING PERFOR

## 2014 Supported Racing Teams

HONDA HRC MOTOCROSS, KAWASAKI RACING TEAM, DP19 RACING,
YAMAHA FACTORY RACING, HONDA JTECH, 24MX HONDA RACING,
LATVIA HUSQVARNA RACING, TM RACING MX/EN/SM,
KTM MARCHETTI RACING, WILVO FORKRENT KTM,
KEMEA YAMAHA RACING, TEAM MOTORACE KTM, TEAM LR30,
BETA FACTORY, JOLLY HONDA RACING, HONDA ASSOMOTOR.

PISTONS

RACERS CHOICE LINE

CLUTCH KIT

CAMCHAINS

VALVES

GASKETS

MAXZANZANIPHOTO | NIKON

## 2T & 4T POWER

INFO@VERTEXPISTONS.COM WWW.VERTEXPISTONS.COM

GAUTIER PAULIN
MXGP QATAR WINNER

# CHAMPIONS ON CHAMPIONS

STORY GEOFF MEYER IMAGES RAY ARCHER

There is always something special about a former World champion sitting down and talking about his former racing days. Too often the greats of the past are forgotten, those memories of their greatest battles of major rivals put away in the trophy case and never seen again. We decided to ask some former World championship about some moments in their careers that stood out. Be it a meeting with a fellow legends, or possibly those moments when the career was coming to an end and another legend came along and showed he was the next big thing.

Red Bull

## Stefan Everts on Ricky Carmichael

Stefan Everts and Ricky Carmichael are two riders that totally dominated a decade of motocross in both America and Europe. Funny enough they didn't actually get to battle on the track that often. When Everts was in his prime Carmichael was just coming up and when Carmichael was in his prime Everts was closing out his career. It should be pointed out that they only raced each-other in the Motocross of Nations, Everts winning in 1998 and 1999 and Carmichael in 2003 and 2005. In Everts winning year Carmichael was only on a 125cc machine, just starting his reign of terror on the AMA series and Everts was in the middle of his magnificent career. That first meeting was one Everts will never forget.

I met Ricky Carmchael at the 1998 Motocross of Nations, at the time Johnny O'Mara was his trainer and Johnny got me into Oakley and Ricky was an Oakley rider. He came to my motorhome and we had a nice long talk, it was still sunny, before the rains came. Ricky was the new kid on the block and already he showed some good things and everyone saw Ricky and Bubba growing up in the FOX ads. It was nice to meet him in person, he was a young kid, but he had a personality at that age and he was confident. I could tell he was special and he was already a nice person. If you are cocky at that age then you are not going to achieve anything, but Ricky was really respectful of me.

Even though he grew up with other influences that Europe isn't anything Ricky wasn't like that, he had a respect for the European riders and our racing. Johnny had seen me racing and he knew what I could do on the bike and that influenced Ricky's attitude to me.

There are of course some riders who are a bit different, but riders like McGrath, or Ricky, or Jeff Stanton or Ricky Johnson, the big ones they were different towards us, they showed respect.

I can't remember actually racing Ricky at Foxhills, it was so muddy, I was just busy with making a full lap and not really looking around me. I watched him on the Saturday and he looked good, but then the track was still good. We raced again in Zolder in 2003 at the Motocross of Nations. I was on the four-stroke and he was on the two-stroke, and I am not looking for excuses, but the two-stroke had an advantage on that circuit, with the whoops and some of the jumps and doubles and stuff. He rode a strong race and was the quickest that day.

He came to visit me on the Friday at my house and he was so impressed that I still had my old bikes, from my racing days. He didn't have any, so he was a little sad, but I think he has some now.

I believe that some tracks I would have beaten him and some tracks he beat me, maybe Ricky thinks different, I always said I am the sandmaster and I wanted him to come to Lierop in 2004, but he never came and I was pretty disappointed. I don't want to go into any argument, we are friends, we both had good ends to our careers and that is how I want to keep it.

## Eric Geboers on Stefan Everts and J.M. Bayle

Like Everts Eric Geboers is a huge name in our sport, maybe the second best Grand Prix rider of all time. Five world titles, the first ever rider to win titles in all three classes (125cc, 250cc and 500cc) and he also retired in 1989 as a World champion, something that both Stefan Everts and Geboers can claim, and not too many others.

Two riders stood out in Geboers mind when his career was finishing up. Those where Everts and J.M.Bayle. Here is what he has to say about these two young up-starts.

Stefan was a very young talented rider and even when he was 17 he was on my back wheel and I was the top guy in the 500cc class at that time. You could see that he was a very talented rider. At the same time it was sometimes embarrassing, because I remember when I was 17 and coming up. Not that it makes you nervous, but it does give you the feeling that your time is coming. I have a terrible memory, I had a few moments with Stefan in the European Supercross races at the end of my career.

I do remember some races with Jean Michele Bayle, he was also younger than me and coming through as my career was ending. I remember at a big French International where we came up against each-other and I finally beat him. He came to that race on a 500cc bike, and he was already so much written as the next big thing. The French journalists really blew him up to be something special, and he was. Somehow I was able to beat him in this race. They called it the Race of Aces and all the best riders did those races. It was a race at the end of July beginning of August. That day against Bayle I had to think how I was now fighting young guys, and I didn't want to look in the mirror then. I didn't want to really see that these kids were catching up.

## James Dobb on Grant Langston and Antonio Cairoli

James Dobb is one of the few Grand Prix riders from Great Britain who has a World title to his name, and the year prior to his World championship glory he had a big battle with a kid called Langston.

German Grand Prix 1999. I thought I was winning that second moto and that little rat came past me so fast I didn't know which way to look. It was just when I decided that KTM was the bike to be on (Dobb was riding a Suzuki at the time). I had been talking with them, and that day really made my mind up. I was wide open down the straight and he just blew past me. He was a good kid and the following year we had some really big battles. In 2000 he used to get the holeshot and I would have to try and catch him, he got the championship, but there wasn't much in it that year.

Antonio in San Marino in 2000. He was on a Honda 80cc and he was coming across the top two jumps and just railing it. He was like a different grade to everyone else. I said to my wife, this kid is something special.

## Bobby Moore on Stefan Everts and Ryan Villopoto

American racer Bobby Moore is the 1994 World 125cc champion, winning the title three years after a very young Stefan Everts would be crowned World 125cc champion. Moore remembers well racing Everts when Moore was considered something of an experienced racer, while Everts was the young rookie, flying through the 125cc class like a young deer.

You know the first year I raced against Stefan he got 15th in the world and then he got third and the following year he won. The year he got 3rd I finished second and the year he won I also got second, so I knew him pretty well back then.

To be honest and no disrespect to Stefan, but I didn't think he was that fast. He was good at some things, but other area's he wasn't so good. His corner entry has always been one of the slowest I have ever seen, but his middle corner speed and his exit is the fastest than anyone. He didn't perfect his entry until later in his career. I remember being behind him and passing him in that area. I mean he always looked like he was on a practise lap anyway. Soon as he got that figured out he was unbeatable. I mean the year he won the championship we were still pretty close, I dislocated my shoulder in Belgium and didn't get any points in the first race, but I knew he had it. We were pretty much the only two guys who could win that year. The other thing about Stefan was he was very clean to race against, he never did anything dirty. He always races hard and strong, but never a dirty rider. In that corner entry speed, when riders, more so these new kids the last thing you want is a young kid coming in and beating you. So that was the hardest thing to come. Once you do it five or six times then they are one of you, but with Stefan because his corner speed was so slow you could rub him a little, push him out and he would make a mistake. Then you had him. He had a good teacher though and he worked on the things he needed to fix. I mean he raced a pretty tough bunch of riders when he came in. There was Puzar, Parker, Schmit, and me, so he had a bunch of guys who wanted to take a piece out of him. We were banging bars with some pretty big guys.

Moore also had an experience with another young gun, only this time Moore was long retired and this young kid wasn't even a professional racer yet. The

kid was present AMA Supercross champion Ryan Villopoto.

I was out riding at a local track, it was a long time ago, and I was still moving around pretty good for a few laps. Anyway, I got up behind him (Villopoto) and he started inching away, scrubbing everything and getting away from me. It was before he turned pro. I knew who he was and as a managers we look at all the young kids coming up. Everyone knew about him. When there is a guy out there like him, you just know. I work with the road racing now and in that is it hard to find the guys who are really good, because the bikes are so important, but in motocross you can see it from how they ride.

## Harry Everts on J.M.Bayle and Grant Langston

Harry Everts is a four time World Motocross Champion. He is also of course father of Stefan. One of Harry Everts best memories was when he lines up against some young French kid at an International in France. It should have been a cake-walk, but nobody told this little kid that.

I was doing an international in France. It was a race I should have won easily, but this young kid beat me on a 125cc machine, it was J.M.Bayle. It was early 1980's. This kid passed me, I saw him in the paddock with his brother. They arrived with a tent and set-up and I noticed this little kid, but I didn't really take too much notice. He just beat me easily. It was nearing the end of my career and obviously Bayle was just coming up. What is really funny is years later when Bayle was in his prime Stefan arrived at a French International and did the same thing to Bayle. We all have our time and we all come to an end. I couldn't believe he beat Bayle, I think Stefan was like 17 years old, he was very young. I think it as 1990, 1991. They had the big winter races with Guiseppe Luongo called the Masters. Stefan  also beat Bayle in one of those events.

RedBull

POWER WITHO
PROVEN GAI ORSEPOWE
PARTS UNLIMITED
Kawasaki
MONSTE
ENERGY
MAXIMA RACING OILS
DEVELOPED & PROVEN ON THE TOUGHEST TRACKS IN THE WORLD.
MaximaUSA.com
You can make a difference by recycling your used motor oil.
RACEFX
OFF-ROAD DISTRIBUTION
EXCLUSIVE Maxima UK distributors
For more information and a list of stockists visit www.racefx.com

# UT SACRIFICE

## R WITHOUT SACRIFICING WEAR

**PRO PLUS+ FULL SYNTHETIC RACE GRADE OIL**

**MAXIMA PRO PLUS+ is an ester fortified full synthetic 4T engine oil. PRO PLUS+ is formulated to exceed JASO MA requirements for 4-cycle engines with integrated wet clutches. Balanced additive system minimizes engine deposits while protecting critical engine, transmission and clutch components. PRO PLUS+ is designed to prolong wet clutch life and offers excellent feel.**

- **Exceeds JASO MA /API SL Specs**
- **Ester Fortified Full Synthetic**
- **Next Generation Additives Protect Against Wear and Deposits**

**For maximum performance, protection and reliability use Maxima Racing Oils.**

**2013 AMA Supercross Champion**

Ryan Villopoto #1

MAXIMA RACING OILS ARE USED AND ENDORSED BY

MONSTER ENERGY PRO CIRCUIT Kawasaki

MONSTER ENERGY Kawasaki

RYAN VILLOPOTO has trusted the Maxima brand since he started racing – long before he was an AMA Supercross Champion

TECHNICALLY
SUPERIOR
Just like FMF, Cody Webb works hard and plays hard at being the best. Grab a handful of FMF power and take your next ride to the limit.
*For closed course competition use only. Not intended for street use.

BELL
DUNLOP
MOTUL
FMF
SO. CALIF.
WWW.FMFRACING.COM

# -42%

## O'NEAL MAYHEM CLOTHING

O'Neal Mayhem is a vibrant motocross clothing with sublimated graphics which keeps the colours fresher for longer. Anatomically Correct fit and strong materials allows the clothing to be comfortable and durable.

~~£169.95~~ **£99.00**

Mayhem Roots Yellow-Red

Mayhem Roots Red-Black

## PERSONAL PRINTING

Simple and effective! Have your name and race number printed on your jersey! Our vinyl is of the highest quality, meaning it is light and resilient. It doesn't peel or crack when washed.

**£30.95**

24MX

✔ FREE SHIPPING OVER £50 ✔ 60 DAYS MONEY BACK ✔ FREE SIZE EXCHANGES ✔ LOWEST PRICE GUARANTEE

## JT FLEX CLOTHING

JT Flex is comfortable motocross clothing with pre-curved design that provides an excellent fit in the riding position. The pants are made of durable polyester with sturdy heat resistant knee panels of leather. The jersey is made of moisture-wicking materials.

~~£114.00~~ **£89.00**

# -22%

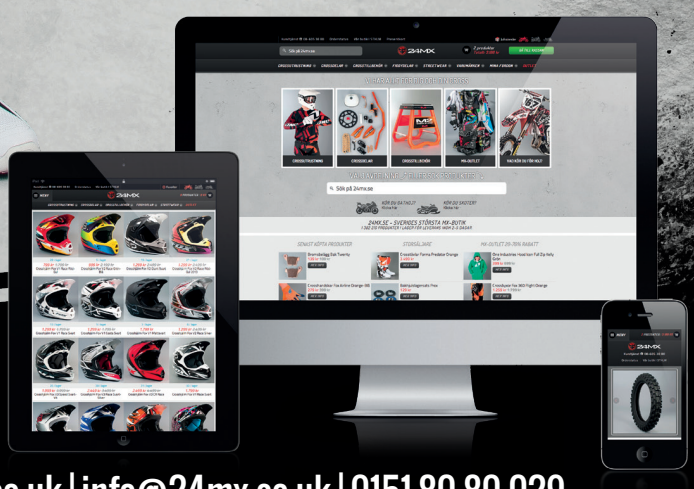
OVER 160 MOTOCROSS KITS!
CHECK THEM OUT AT 24MX.CO.UK

## FLY F-16 CLOTHING

Fly F -16 offers sleek and classic designed clothing. The pants are made of sturdy 900D nylon with reinforcements at the knees that makes the trousers wear resistant and provides excellent heat protection.

FLY RACING

**£82.95**



MOTOCROSS | ENDURO | STREETWEAR

24mx.co.uk | info@24mx.co.uk | 0151 80-80-029

UFO PLAST

SPECTRA HELMETS

POLYCARBONATE STRUCTURE

LEVEL

NITRO

PATRIOT

www.ufoplast.com

UFO PLAST

CE ACCORDING WITH F.M.I. REGULATION

# SAFETY JACKET CYBORG

ABSOLUTELY 100% MADE IN ITALY

3D INTERNAL PROTECTIONS ARE WITH HIGH CAPACITY OF TRANSPIRATION AND INCREASED ELASTICITY TO ABSORB SHOCK

- TOTAL FREEDOM OF MOVEMENT IN THE CYBORG SAFETY JACKET, MADE WITH MERYL® AND AIRNET MATERIAL TO IMPROVE COMFORT, LIGHTNESS AND TRANSPIRATION

- 3D INTERNAL ASTROMEMORY (ASTROTECH®) PROTECTIONS ARE WITH HIGH CAPACITY OF TRANSPIRATION AND INCREASED ELASTICITY TO ABSORB SHOCK AND ARE REMOVABLE FOR WASHING

- THE LATERAL PROTECTIONS FOR THE SPLEEN AND LIVER ARE TOTALLY NEW

- THE ARM SUPPORT IS REMOVABLE FOR BETTER ADAPTABILITY TO THE BODY

www.ufoplast.com

BEL-RAY
TOTAL PERFORMANCE LUBRICANTS
MONSTER
ENERGY
20
Kawasaki
Arai
ATHENA

Red Bull
99
11

BUILDBASE
Honda Racing
AIRPORT AUTOS
60
ROCK OIL
MICHELIN
PLANET
22

91
89
YAMAHA
YAMALUBE
PIRELLI
MOTUL

MXGP
22
21
Red Bull
KTM
Kawasaki
MOTOREX
DUNLOP
ATHENA
SCORPION BAY
MADE

21
Kawasaki
MOTOREX
DUNLOP
Kawasaki
DUNLOP

MATRIX
CONCEPTS
M28 DRAINER - EASY TO USE OIL DRAIN CONTAINER WITH BUILT IN FUNNEL DRAIN PAN
Easy to use fits under C1, M2, A2 & M64 Stands. Made from recycled plastic. Low profile drain pan can be used in garage or at the track. Holds 10 qts. Safely stores oil in a non spill container until it can be correctly disposed of. Translucent material allows you to see when container is full.
OIL DRAIN CONTAINER
MATRIX CONCEPTS
www.matrixracingproducts.com
A CLEAN SOLUTION TO A MESSY PROBLEM
RECYCLE USED OIL
DECADE
DECADE EUROPE LTD - Official UK distributor of MATRIX

# Its what factory teams use

**M3 UTILITY CAN - ALL NEW SHAPE, 4.0 GALLON CAN WITH 2 HANDLE DESIGN. EASY POUR SPOUT THAT CAN BE PERSONALIZED WITH NAME AND NUMBER.**

Comes complete with transportation cap and 5” long extender hose spout with 1 -1/8” plastic fill reducer with cap. 3” extra wide fill cap or easy and quick filling. Strategically placed side handle and special unique bottom handle for balance and easy handling. Made from hi - quality HDPE plastic with heavy duty wall thickness.

For Dealer enquiries contact | **w:** www.decade-europe.com | **e:** info@decade-europe.com | **t:** 01792-469811

RACEFX
OFF-ROAD DISTRIBUTION

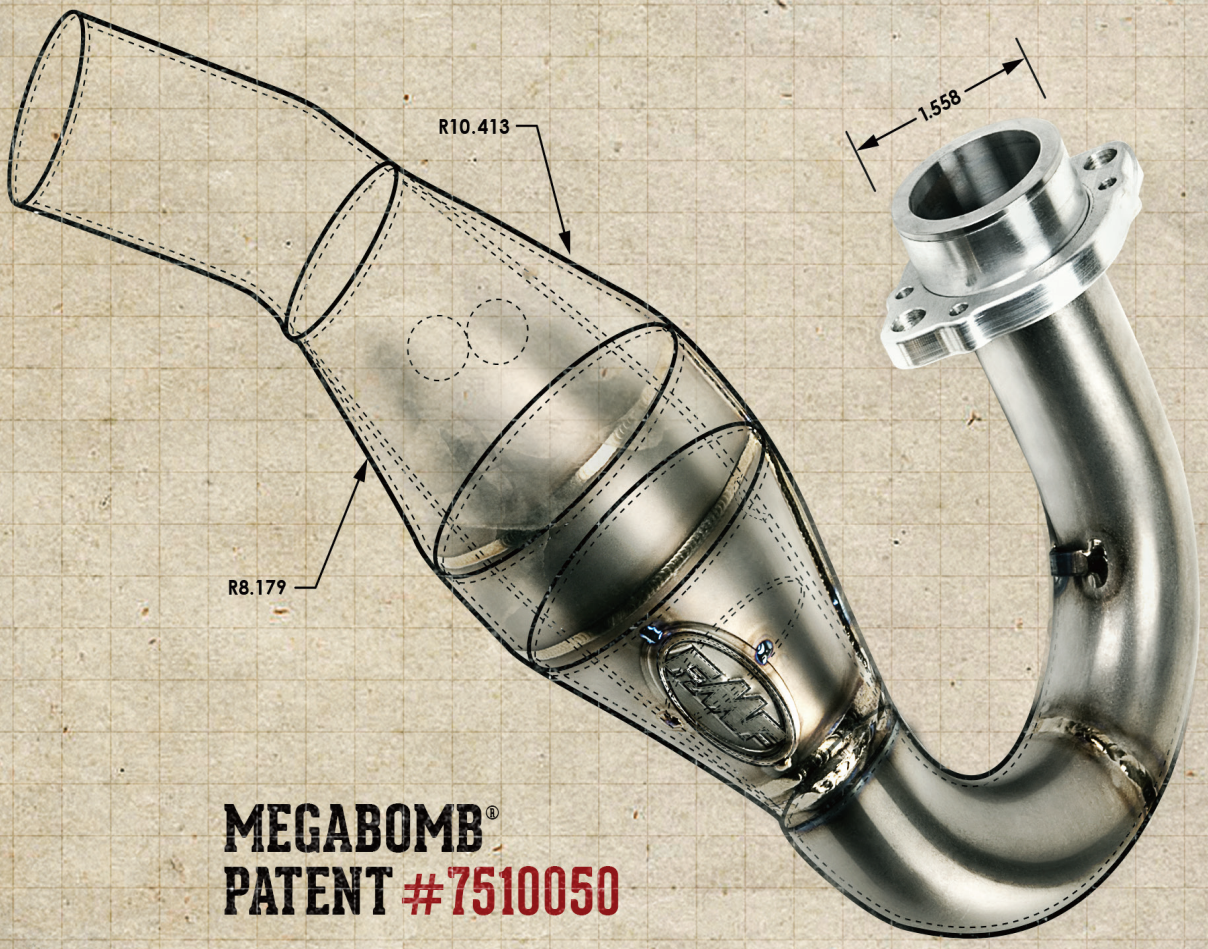
For more information visit **www.racefx.com**

Colton Udall
**JCR/Honda**

/RaceFXLtd

# WE HAVE THE PATENT ON POWER.

FMF invented the Bomb header and discovered massive horsepower gains where others never thought to look. There may be copy-cats and imposters, but the Megabomb® Header is first in American power.




## MEGABOMB®
## PATENT #7510050

**FMF PATENTS**
4,690,107 - Ram Valve
7,506,722 - Chamber Core
7,510,050 - PowerBomb
7,552,797 - Q4
8,602,157 - Q4

DIMENSIONS ARE IN INCHES
TOLERANCES:
FRACTIONAL ±
ANGULAR: MACH ± BEND ±
TWO PLACE DECIMAL ±
THREE PLACE DECIMAL ±

MATERIAL: Titanium
FINISH: Mill

| | NAME | DATE |
|---|---|---|
| DRAWN | D. EMLER | 2/22/2007 |
| CHECKED | | |
| ENG APPR. | | |
| MFG APPR. | | |
| Q.A. | | |

NEXT ASSY | USED ON

APPLICATION

DO NOT SCALE DRAWING

From $274.99 (Stainless)
From $349.99 (Titanium)
- Gain up to 3 horsepower
- Reduces noise up to 1.5dB

FEEL THE POWER

FMF SO. CALIF.

SIZE A | DWG. NO. www.FMFRACING.com | REV.

SCALE:1:1 | WEIGHT: | SHEET 1 OF 1

**PROPRIETARY AND CONFIDENTIAL**
DRAWING IS THE SOLE PROPERTY OF FMF RACING. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF FMF RACING IS PROHIBITED.

*For closed course competition use only, not intended for street use.

**SCAR TRIPLE CLAMPS**

Raced and tested by MXGP riders Xavier Boog and Jens Getteman.

**+ Top triple clamp**
**+ Bottom triple clamp**
**+ Bar mount kit**
**+ Aluminium stem and "All Balls" bearing**

Scar Racing Triple Clamps are CNC machined using premium quality 7075 T6 aircraft aluminium. Top clamps offer four bar positions with our bar mounts and four different heights of bar mounts are available. Easy to install with pre-pressed stem and seal, with "All Balls" bearing.

Available for Japanese and European motorcycles.

To locate a dealer or for more information visit **www.scar-racing.com**

Find Scar Racing elsewhere online: facebook.com/scar.racing twitter.com/ScarRacing

SCAR

*The Racecraft* / *Max*

# FLIP

COMMON LENS REPLACEMENT SYSTEM

**NEW YEAR. NEW RIDE**
**DROPPING NOW AT**
**SMARTER DEALERS WORLWIDE**

*@ride100percent*
*www.ride100percent.com*

DECADE **DECADE EUROPE** LTD - Official UK distributor of 100%

*The Racecraft* / *Slant Navy*

*Contact Decade-Europe now for the* ***complete range of 2014 Racecraft goggles****.*

100%

For Dealer enquiries contact | **w:** www.decade-europe.com | **e:** info@decade-europe.com | **t:** 01792-469811

# Superior Protection

## ATR-1 Maze Range
Exclusive Shane Rossi Design

## Advanced Impact Defense™

## ATR-1 Chao

**6D is dedicated the relentless pursuit of brain protection. The 6D ATR-1 off-road motorcycle helmet brings an entirely new helmet technology to the athlete and is the only helmet specifically designed for the rigors of Motocross and Off-Road competition. Exclusive patent pending ODS™ (Omni-Directional Suspension™) provides protection capabilities unmatched by any other helmet. ODS™ works to mitigate critical angular acceleration force and low-threshold impacts, while maintaining all of the necessary protection for extreme impacts as well. The 6D ATR-1 helmet exceeds the U.S. DOT FMVSS218, ECE 22.05, and AS 1698 standards.**

PATENT PENDING

ODS

OMNI-DIRECTIONAL SUSPENSION

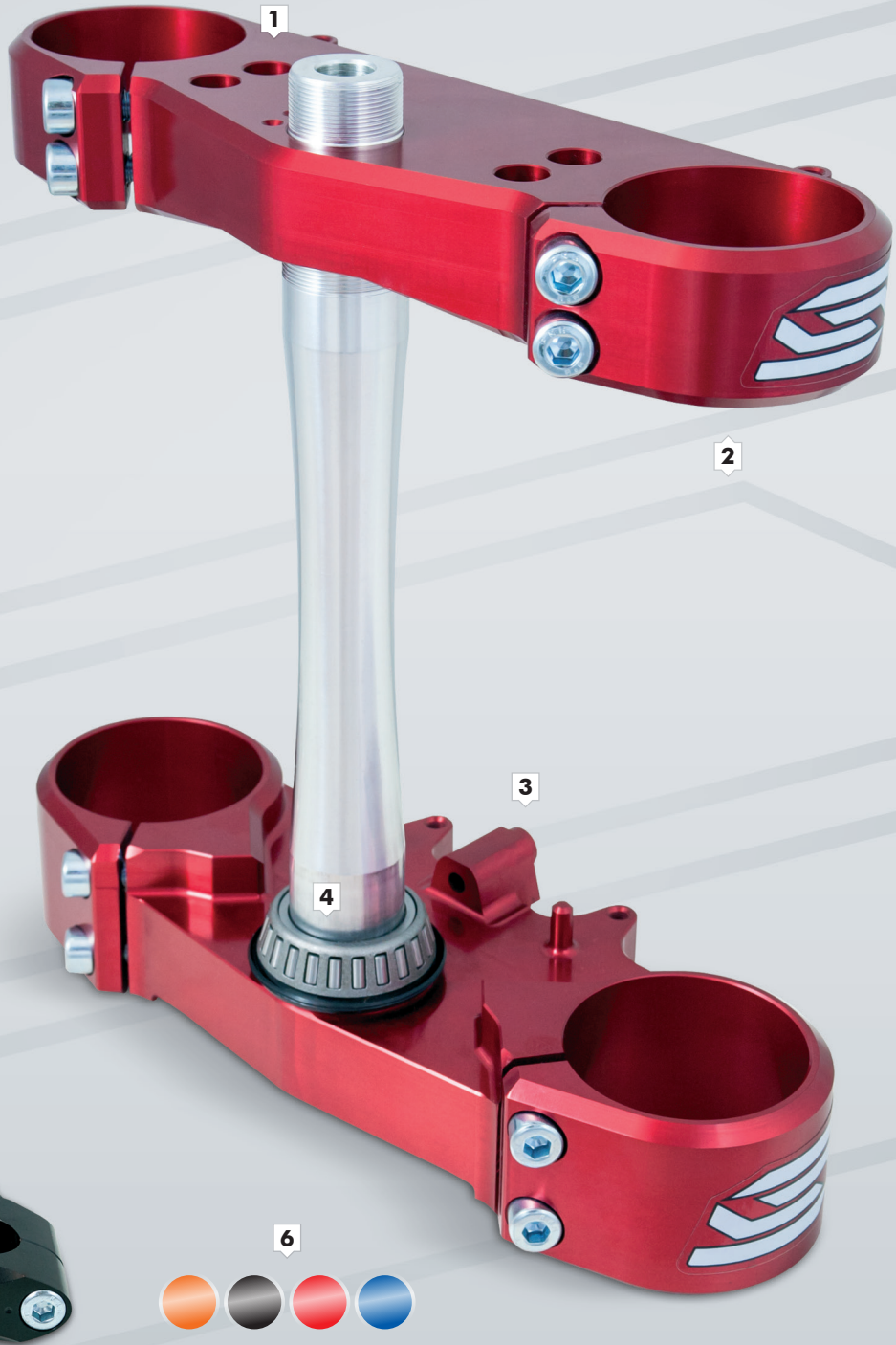
## os Range Exclusive Shane Rossi Design

For Dealer enquiries contact | **w:** www.decade-europe.com | **e:** info@decade-europe.com | **t:** 01792-469811

# RIDE HARD. RIDE SCAR.

Scar Racing Triple Clamps are precision CNC machined using high quality aircraft aluminium 7075 T6. With over 10 years of factory testing, Scar Racing Triple Clamps offer proven control and rigidity advantages over standard clamps, and are one of the most lightweight available due to innovative construction.

With availability for most off-road motorcycles, Scar Racing Triple Clamps offer the more choice than any other manufacturer of aftermarket triple clamps. Each triple clamp set is engineered with the best offset to suit the particular model, and anodized in colours to suit the brand.




1. Multi-position bar mounting options for the perfect riding position
2. Precision alignment of fork tubes
3. Production parts can be mounted directly eliminating the need for adapters or brackets
4. Easy to install with "All Balls" pre-assembled steering stem and bearing
5. Bar mounts available in diameter 28.6 (1 1/8") or 22.2 (7/8") and 3 different height positions (35/45/55mm)
6. Anodized to suit manufacturer, giving the "factory look"

To locate a dealer or for more information visit **www.scar-racing.com**

Find Scar Racing elsewhere online: facebook.com/scar.racing twitter.com/ScarRacing

SCAR